

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, WEDNESDAY, MARCH 19, 1879.

日七廿月二年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALLEN, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 180 & 184, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINSEN & Co., Malacca.

CHINA:—MACAO, Messrs A. A. DE MELO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, 5,000,000 Dollars. Reserve Fund, 1,300,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.

Deputy Chairman—HON. W. KESWICK.

E. R. BELLING, Esq., H. L. DALRYMPLE, Esq., H. HOFFMANN, Esq., A. McIVER, Esq.

WILHELM REINERS, Esq., F. D. SASSOON, Esq., W. S. YOUNG, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3 per cent. per annum.

" 6 " 4 " " "

" 12 " 5 " " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation,

Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000. RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

## For sale.

### RECENTLY ARRIVED, FOR SALE.

RODGERS'S CELEBRATED CUTLERY.

WATERBLOW'S and DE LA RUE'S STATIONERY.

DESSERT and DINNER SERVICES.

TABLE GLASSWARE.

GENTS' TOOL CHESTS.

CABIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL.

CABIN SWINGING CANDLE-STICKS.

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation).

TUBE EXPANDERS, Assorted Sizes.

ENGINEERS' HAMMERS.

MATHEMATICAL INSTRUMENTS.

COPPER WIRE GAUZE.

SPIRIT LEVELS.

INDIA RUBBER SHEETS, Assorted Sizes.

INSERTION RUBBER, Assorted Sizes.

INDIA RUBBER DOOR MATS.

INDIA RUBBER SUCTION and DELIVERY ROSE.

CANVAS DELIVERY ROSE.

LEATHER BELTING.

A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS.

INSTRUCTIVE and AMUSING.

EDUCATIONAL WORKS.

WORKS OF REFERENCE.

PRESENTATION BOOKS.

NOVELS, &c.

MUSIC & SONGS,

by First class Composers,

OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

A Fine Selection of SHERRIES.

Very Fine "O. K."

BOURBON WHISKY.

CHATEAU DE FRANDS.

(A fine full flavoured Breakfast CLARET.)

BRANDIES. GIN.

LIQUEURS. ALES, &c.

LAMBERT, ATKINSON & CO.

Hongkong, February 21, 1879.

## FOR SALE.

EUGENE RIMMEL'S TROPICAL FLOWER WATER.

TRADE MARK.

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co., Sole Agents for China.

Hongkong, February 19, 1879. my19

## Auctions.

LAND AUCTION.

LANE, CRAWFORD & Co. will sell by Public Auction,

ON SATURDAY,

the 22nd March, at Noon,—

INLAND LOT, No. 173, measuring about 57½ Feet by 47 Feet, and having frontages on Wellington, Graham, and Gutzlaff Streets.

There is Room to erect Four Chinese Houses.

The Crown Rent is \$44.51.

The central position of this Lot makes it a most desirable investment.

TERMS OF SALE.—One-third of the Purchase Money on the fall of the hammer, the remainder on completion of the Transfer. Expenses of Transfer to be borne by the Purchaser.

Hongkong, March 11, 1879. mr22

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY.

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.—Inland Lots Nos. 748, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATE, STOVE, and TRADE FURNITURE and Fittings.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

## Intimations.

### LANE, CRAWFORD & Co.

ARE AGENTS FOR

COURCIER and ADETS' CLARETS. COGNAC—BRANDY. CHUBB'S SAFES. WHITEHEAD'S STOUT. VAN HOBOKEN'S GIN. FOSTER'S BOTTLED ALE and STOUT. SILVER LIGHT LAMPS. French JAMS, Confiture de St. James. STANLEY'S GOLD LACE and OFFICERS' DECORATIONS. BAXTER'S CANVAS. KOHNSTAMM'S CHAMPAGNE.

### LANE, CRAWFORD & Co.

Be to call Special Attention to the following Departments:—

#### COAST ORDER DEPARTMENT:

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

#### SPECIAL ORDER DEPARTMENT:

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GARDEN FITTINGS, FURNITURE, PLANS, MEDICINES, BILLIARD TABLES, ARMS, &c., &c., ordered from ENGLAND, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

#### FORWARDING AGENCY:

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the UNITED KINGDOM by each P. & O. Mail, Charges in full collected either here or from the Consignees, as desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

### EIGHT PER CENT. SILVER LOAN

THE CHINESE IMPERIAL GOVERNMENT, Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth Year of Kwong-Su (9th October, 1878.)

Haiquan Taels 1,750,000—Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879.

The First Instalment of Interest being payable on 5th October, 1879, in HONGKONG AND SHANGHAI.

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY (ACCORDING TO THE CHINESE CALENDAR) DRAWINGS.

PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

### PRICE OF ISSUE—PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby invites SUBSCRIPTIONS for SHANGHAI Taels 1,787,000 of 8 PER CENT. Bonds at the issue PRICE of PAR, payable as follows:—

SHANGHAI TAELS 10 per cent. on application.

90

15 days after allotment.

100

The Bonds will bear Interest at the rate of Shanghai Taels eight per cent. per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Office of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai.

The first payment of interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places.

The Bonds will be redeemed at par within six years (1884) by 11 half-yearly Drawings, commencing 5th October, 1879, of Shanghai Taels 162,500 each, the balance of the Loan, Shanghai Taels 162,000, being paid off on 9th August, 1884.

The Drawings will take place in Hongkong in February and August in each year, and the Bonds so drawn will be paid off at par on the respective dates specified in annexed Schedule at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai, after which dates interest on the Bonds so drawn will cease.

The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow—the five Ports which have the largest Customs' Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Viceroy and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

Certified Translations of the Official Documents authorizing the Loan, may be inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong and Shanghai.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture. If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

Bonds to Bearer will be issued against Allotment Letters and Bankers' Receipts.

	Principal.	Interest.	Total.
1st Instalment due 5th October, 1879.	162,500.00	69,325.81	231,825.81
2nd " 30th March, 1880.	162,500.00	68,021.70	230,521.70
3rd " 28th September, 1880.	162,500.00	66,717.59	219,217.59
4th " 19th March, 1881.	162,500.00	65,413.48	212,913.48
5th " 12th September, 1881.	162,500.00	64,109.37	206,609.37
6th " 8th March, 1882.	162,500.00	62,805.26	200,305.26
7th " 1st September, 1882.	162,500.00	61,501.15	194,001.15
8th " 25th February, 1883.	162,500.00	60,197.04	187,697.04
9th " 21st August, 1883.	162,500.00	58,892.93	181,392.93
10th " 14th February, 1884.	162,500.00	57,588.82	175,088.82
11th " 9th August, 1884.	162,500.00	56,284.71	168,784.71
Shanghai Taels	1,787,000.00	415,587.88	2,202,587.88

Applications (Forms of which can be obtained at the offices of the Bank) accompanied by a deposit of Shanghai Taels Ten per cent. will be received by the Hongkong and Shanghai Banking Corporation until the Eleventh day of April, 1879, on which date the allotment will be made.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents

Intimate the Loan,

(Signed)

Hongkong, 5th March, 1879.

T. JACKSON,

Chief Manager.

## Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 12th March, 1879.

MEMBERS are informed that GUN DRILL PARADES will take place at the NORTH BARRACKS every MONDAY and THURSDAY, at 5.30 P.M.

"A" BATTERY on MONDAY.

"B" BATTERY on THURSDAY.

The Order is optional for Members of both Batteries.

Those who have not commenced GUN DRILL and RECRUITS are required to attend both days.

There will be no Parade on Tuesdays until further orders.

A. COXON,

Captain-Commandant H. K. A. V.

G. FALCONER & Co.,

WATCH AND CHRONOMETER

MANUFACTURERS,

AND

JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS

AND BOOKS.

46, Queen's Road Central.

Hongkong, February 20, 1879. ma20

THE CHINESE INSURANCE CO.,

LIMITED.

NOTICE is hereby given, that an

EXTRAORDINARY GENERAL

MEETING of the SHAREHOLDERS of the

above-named Company will be held at the Company's Office, No. 39, Queen's

Road, in the city of Victoria, Hongkong,

on MONDAY, the 24th day of March next,

for the purpose of confirming the Special

Resolutions which were passed at the Extra-

ordinary General Meeting held to-day.

Dated this 10th day of March, 1879.

By Order,

J. BRADLEE SMITH,

General Agent.

THE CHINESE INSURANCE COM-

PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the

EIGHTH ORDINARY MEETING of the

SHAREHOLDERS in the above

Company will be held at the HEAD OFFICE,

Victoria, Hongkong, on MONDAY, the

24th March, 1879, at 3½ O'CLOCK P.M., for

the purpose of receiving the Report of the

Directors, together with a Statement of

Accounts to 31st December, 1878.

The Transfer of Shares of the Company

will be CLOSED from 10th March to the

24th March, both days inclusive.

By Order of the Board,

J. BRADLEE SMITH,

General Agent.

Hongkong, February 19, 1879. ma24

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are re-

quested to send in an ACCOUNT of

BUSINESS CONTRIBUTED during the half



## Intimations.

## NOTICE TO MARINERS.

No. 98.

## CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that, on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, showing the depth of water on the Bar during the day.

An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to 24½ feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide a ball will be hoisted at the mast head.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 31st Jan., 1879.

Depth of water in feet on Bar.	South Yard-arm.	North Yard-arm.	Depth of water in feet on Bar.	South Yard-arm.	North Yard-arm.
10	▲	●	17½	▲	●
10½	▲	●	18	▲	●
11	▲	●	18½	▲	●
11½	▲	●	19	▲	●
12	▲	●	19½	▲	●
12½	▲	●	20	▲	●
13	▲	●	20½	▲	●
13½	▲	●	21	▲	●
14	▲	●	21½	▲	●
14½	▲	●	22	▲	●
15	▲	●	22½	▲	●
15½	▲	●	23	▲	●
16	▲	●	23½	▲	●
16½	▲	●	24	▲	●
17	▲	●	24½	▲	●

## NOTICE TO MARINERS.

No. 99.

## CHINA SEA.

PEIHO RIVER.—TIENTSIN DISTRICT. TAKU BAR LIGHT.

NOTICE is hereby given that on the 9th instant, the Hulk "Aden" sank at her moorings outside the Taku Bar, in 8 fathoms at low water spring.

The "Taku Bar Light," which was exhibited at her Mast, will therefore be discontinued for the present.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 14th March, 1879.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

NEHEMIAH GIBSON, American barque, Capt. D. Bradford—Meyer & Co.

CRATCHE LBA, British barque, Capt. A. L. Wither—Butterfield & Swire.

JOHANN FRIEDRICH, German brig, Capt. A. H. Kronke—Wielor & Co.

GOLDEN FLEECER, British barque, Capt. James Wiltshire—Gilmann & Co.

MARY WHITEHEAD, American ship, Capt. Bery F. Cutler—Russell & Co.

OSKIDA, British ship, Captain S. Clyma—Gibb, Livingston & Co.

FLEURS CASTLE, British steamer, Capt. Jno. Kidder—Adamson Bell & Co.

JAN PETER, German barque, Capt. Kih. Ewert—Meyer & Co.

## NEWS FOR HOME.

## The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Obtainable from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$12.50.)

Orders should be sent to GEO. MURRAY-BURN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

## Intimations.

## HONGKONG WHARF &amp; GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER &amp; Co.,

Proprietors.

Hongkong, November 29, 1878. ma29

F. HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

SHOP—WELLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

## SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

## Notices to Consignees.

## FROM HAMBURG AND LONDON.

THE British Ship *Onedra* having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, March 17, 1879. ma24

## FROM LONDON AND SINGAPORE.

THE S.S. *Gleniffer* having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods—being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Cargo remaining undelivered after the 21st instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co.,

Hongkong, March 14, 1879. ma21

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Ex "Ava."

H. J. A. H. (in cross) No. 107, Aldridge

Salmon &amp; Co., 1 case Hosiery, from

London.

Ex "Amazona."

M. F. (in diamond) J. W. P. (underneath)

No. 4048, Order, 1 case Cotton, from

London.

J. H. H. No. 14, Order, 1 case Hosiery,

from London.

B. S. M. H. (in cross) No. 157067, Order,

2 bales Woollens, from London.

Hongkong, March 15, 1879.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## S. S. AMAZONE.

## NOTICE.

CONSIGNEES of Cargo per S.S. *Indus*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 7th instant, at 3 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 14th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, March 7, 1879.

## To-day's Advertisements.

## FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Scotland*, Captain Atkinson, having arrived from the above ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

Optional Cargo will be forwarded to Yokohama, unless Notice to the contrary be given before noon to-morrow.

RUSSELL & Co.,

Hongkong, March 19, 1879. ma25

## To-day's Advertisements.

## OCCIDENTAL &amp; ORIENTAL S. S. COMPANY.

## NOTICE.

CONSIGNEES of Cargo per Steamship *GALLIC*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for counter-signature here, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY,

Agent.

Hongkong, March 19, 1879. ma26

## NOTICE TO CONSIGNEES.

## THE GERMAN BARK JAN PETER, FROM ROTTERDAM.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER &amp; Co.,

Agents.

Hongkong, March 19, 1879. ma26

## PUBLIC AUCTION.

## SUBSTANTIAL ENGLISH AND CANTON-MADE

## HOUSEHOLD FURNITURE,

## MANTEL-PIECE MIRRORS,

## ENGRAVINGS, CROCKERY-WARE,

## GLASS-WARE, PLATH-WARE,

## &amp;c., &amp;c., &amp;c.

## LAMBERT, ATKINSON &amp; Co.

have received instructions to sell by Public Auction,

## ON

## THURSDAY,

3rd April, 1879, at 2 p.m., at the Residence of C. Vogel, Esq.,

No. 2, Queen's Road,—

The whole of his SUBSTANTIAL

HOUSEHOLD FURNITURE, &c.,

Comprising:—

Brown Rep-covered Mahogany Draw-

ing-room Suite, Marble-top Blackwood

Round Table and Tea Poy, Sets of

Canton Tea Poy, Flower Stands, Canton

Vases, Mantel-piece Mirrors, Engravings

and Chromo Lithographs, Fender and

Iron, Lace Curtains and Cornices,

Drawing-room Billiard Table with

Marking Board, Cues, &c., &c., Teak-

wood Dining Table and Whatnots,

Sideboard, Arm Chairs, Green and

Gold Dinner Set, Hand Painted Desert

Set, Glassware, Platedware, Cutlery,

Ice Chest, Meat Safe, American Bed

with Spring and Hair Mattresses, Couch,

Chairs, Cheval Glass, Lady's Writing

Desk, American-made Bureau, Ward-

robe, Marble Top Toilet Table and

Mirror, Marble Top Washstand and

Services, Chest of Drawers, Clothes

Horse, Bath Tubs, Commodities.

Alec.

A COTTAGE PIANO, by DOERFEL

STEINFELSER & Co.

&c., &c., &c.

Catalogues will be issued, and the

whole will be on view the day before

the Sale.

Terms.—Cash before delivery in Bank

Notes.

Hongkong, March 19, 1879. ap3

## SHIPPING.

## ARRIVALS.

March 18, *Carrie Wyman*, American

barque, 459, Randall, Newcastle (N.S.W.)

Dec. 9, Coal.—Meyer & Co.

March 19, *Emil Julius*, German barque,

501, N. H. Jurgensen, Hamburg Sept. 12,

General.—MILROSE & Co.

March 19, *Egean*, British steamer, 843,

O. E. Stewart, Kobe March 12, 6 a.m.,

General.—LINSBARD & Co.

March 19, 11 a.m., *Gaelic*, British str.,

1712, W. H. Kidley, San Francisco Feb. 15,

noon, and Yokohama March 13, 6 a.m.,

General.—O. & C. S. Co.

March 19, *Volga*, French steamer, 1000,

Rolland, Messageries March 18, Mails and

General.—MESSAGERIES MARITIMES.

March 19, *Charybdis*, H. M. corvette,

1454, Chas. F. Botham, Shanghai March

14, at Woosung 14.

March 19, *Hawlong*, British steamer, 277,

F. P. O. Goode, Tamsui March 16, Amoy

17, and Swatow 18, General.—DOUGLAS

LAPRAIR & Co.

March 19, *Scotland*, British steamer, 1190,

Atkinson, London Jan. 10, via ports of

call, and Singapore March 11, General.—

RUSSELL & Co.

## DEPARTURES.

Mar. 19, *Yokohama*, for Swatow.

19, *Memuir*, for Australian Ports.

19, *Lays*, for Saigon.

19, *Hwai Yuen*, for Canton.

19, *Pernambuco*, for Saigon.

19, *Albay*, for Amoy, &c.

## CLEARED.

Mary Whitridge, for New York.

Maharajah, for Bangkok.

Yangtze, for Shanghai.

Orange Lea, for Takow.

## PASSENGERS.

## ARRIVED.

Per *Egean*, from Kobe, Messrs A. J.

Smith, and J. Lilburn, and 9 Chinese.

Per *Gaelic*, from San Francisco, &c., Mr

K. de Piotrowski, 269 Chinese, and 2

Japanese.

Per *Volga*, from Yokohama; for Mar-

seilles, Mr P. Coloiab; for Hongkong, 1

Chinese.

Per *Scotland*, from London; for Hong-

kong, Mr Robert Smith; for Yokohama,

Mrs Milne.

## DEPARTED.

Per *Yokohama*, for Swatow, 208 Chinese.

Per *Memuir*, for Australian Ports, 699

Chinese.

Per *Pernambuco*, for Saigon, 174 Chi-

## SHIPPING REPORTS.

The American barque *Carrie Wyman* reports: Light winds and calms throughout. The British steamer *Egean* reports: Light variable winds with rain on the Japan coast, on the 14th off Iwoya Sima had a heavy N.W. gale with high sea, thence to port strong N.E. monsoon with thick hazy weather accompanied with heavy rain, thunder and lightning. On the 17th inst., spoke the *Winton* off Hal-tan Head, and on 18th the Blue Funnel steamship-off Broker Point.

The O. and O. S. S. *Gaelic*, Capt. W. H. Kidley, left San Francisco Feb. 18th at noon, experienced moderate variable winds to Yokohama, arriving there at 3.30 a.m. on the 11th, passed 19 days and 19 hours; left Yokohama at 8 a.m. on the 18th, fine weather on the Japan Coast, and fresh monsoon from Okoku down the sea, accompanied with very heavy rain, squalls, and thick foggy weather, arrived here at 11 a.m. on the 19th March. Passed the *Belgie* at 3 p.m. on the 18th, and at 8.30 p.m. stopped and rescued Capt. Ashton, Chief Officer Hunter, Chief Engineer Macintyre, Second Engineer Reeves, Third Engineer Canning, and 70 Chinese from the wreck of the S. S. *Yesso*, which vessel was totally lost on the White Rocks on the night of the 17th inst.

The British steamer *Hawlong* reports: Left Tamsui on the 16th, encountered strong monsoon, dull hazy weather and high sea crossing the Formosa Channel, and arrived in Amoy on the 17th. In Amoy: H.M.S. *Hart*. Left again the same day had fresh monsoon with heavy rain and high sea, and arrived in Swatow on the 18th. In Swatow: S. S. *Mermaid*. Received intelligence in Swatow from the Second Officer concerning the wreck of the S. S. *Yesso* on the White Rocks proceeded there and communicated with the S. S. *Gaelic*, which was engaged rescuing the passengers and crew, received from her Capt. Ashton and proceeded, had moderate Northerly winds with dull cloudy weather from thence to port.



His Lordship, at the conclusion of the proceedings at the Supreme Court to-day, said that he thought it was wrong to sit so late as a general rule. In England it was always the rule to sit from 10 to 4, and that rule should at least be adhered to within the tropics. The Court rose to-night at 6.45 p.m.

#### LOSS OF THE S.S. "YESSO."

The O. & O. str. *Gaelic*, Capt. Kilday, reports the total loss of Messrs Douglas Lapraik's steamer *Yesso*, Captain S. Ashton. The *Gaelic* stopped at 3.30 p.m. yesterday (18th), and rescued Capt. Ashton, Chief Officer Hunter, Chief Engineer MacIntyre, Second Engineer Reeves, Third Engineer Canning, and 70 Chinese from the wreck of the *Yesso*. She was lost on the White Rocks on the night of the 17th. She left Hongkong on her usual trip to the Coast Ports on the 14th inst.

So far as we have learnt, the facts are as follows:—The *Yesso* left Swatow at sundown on the 17th, the night being exceedingly dark and rainy. The Captain steered to pass to the southward of the Lamook Islands; and at 11.30 the ship struck on the White Rocks, knocking away her stern and badly injuring her bottom. For a short time after she struck she made little or no water, but as there was deep water close under her stern, Captain Ashton did not deem it prudent to back her off until some arrangements were made for the safety of passengers and crew. There were in all some 140 souls on board, and fears were entertained that she would sink immediately on backing. The boats were at once lowered and got ready to receive the passengers. By the time this was done, the ship commenced to make water rapidly; the ship's water tank and her stern tank in about half an hour. Great fears were then entertained that the vessel would slip off the rocks into deep water; and as many passengers as the boats would contain with safety were put into them, with orders to remain alongside the ship until daylight. An anchor was then let go with the object of keeping the vessel from slipping off the rocks, and the engines were turned ahead slowly until the water put the first out. Those remaining on board were sent to the forepart of the ship, as the only place of safety; and as there was nothing more to be done, the Captain waited for daylight, with the intention of landing all hands on some of the rocks which were beyond reach of high water. The wind and sea increased in strength, with continued rain, so that even the rocks close under the bow could not be seen. At daylight three of the four boats were found to have left, though this was clearly against the orders issued;—the fourth boat, under command of the Chief Officer (Mr. Hunter), being the only one remaining. She was despatched in search of a landing place, and having landed her passengers returned to the wreck, which was now fast breaking up. She made a second trip, taking as many of the passengers as she could, but, contrary to expectation, she did not again make her appearance. Her native crew, it appears, had refused point blank to face the danger a third time, although the Europeans (Mr. Hunter, Mr. Sheppard, and Mr. MacIntyre) and one Malay quartermaster did everything in their power to induce the Chinese to join them in making the attempt to rescue those still remaining on board. It was, of course, impossible for four men to attempt to take out and manage a large boat in the sea that was then running; and we can easily understand their feelings of disgust at such conduct on the part of the Chinese, while their bolder officers and so many others were still on the wreck which was fast breaking up before their eyes. They at last succeeded in getting a native fishing-boat to make the attempt; but it was 2 o'clock in the afternoon before this boat could reach the wreck. The ship in the meantime was fast breaking up, and the people on board, having first taken refuge on one of the paddles, were ultimately driven to the last resort, viz., the walking beam and framing of the engine, from which position they were at last rescued by the fishing-boat, with the exception of one small boy of seven years, who was washed away. These poor fellows—consisting of Captain Ashton, Second Engineer Reeves, Third Engineer Canning, and thirteen Chinese (one of whom was a woman)—were in this exposed position, on the walking beam or frame, for over five hours, with the sea breaking round them, and in momentary expectation of sudden death. It was with the greatest difficulty that the survivors were enabled to get from the beam into the boat because of the tremendous sea and the amount of swaying wreckage round the vessel. All, however, succeeded in getting into the fishing-boat; and so far as we are yet aware, only one life (that of the little boy) has been lost.

At about 3 o'clock the O. & O. S. S. *Gaelic* hove in sight, running with all sail set for Hongkong. The people on the rocks signalled to the steamer with blankets, and immediately upon the signals being seen, the *Gaelic* rounded to and steered in towards the rocks, much to the delight of those on shore. A stiff rain-squall, which lasted for half an hour, shut out the *Gaelic* from view, and some anxiety was felt that the big steamer would not be able to render any assistance in so dangerous a place and in such weather. When the squall cleared off, however, the *Gaelic* was found to be still there, close to the rocks, and sent his boats to rescue the unfortunate shipwrecked people from the rocks. Just as this had been accomplished the O. & O. steamer *Hailong* came in sight, she having been sent by Messrs. Lapraik's agent in Swatow to render assistance—the news having reached that port by one of the *Yesso*'s boats, in command of the Second Officer (Mr. Passmore), containing about 80 passengers. Mr. Passmore states that some of the passengers on board cast off his rope during the night, and that when he found himself adrift and unable to reach the rocks or the ship, he set sail for Swatow. It is presumed that the other two boats, which have not as yet been heard from, did the same thing; and Captain Ashton says he has but slight fears for their ultimate safety, as the boats which have already arrived were the oldest and most

crowded boat of the three. When the *Hailong* arrived on the scene, Captain Ashton left the *Gaelic* and went on board the former vessel to confer with Captain Goodie as to the advisability of remaining by the wreck; but owing to the heavy gale and the fact that the *Yesso* was then under water, it was decided that nothing could be done in the way of salvage without the help of divers. This being so, the *Hailong* followed the *Gaelic*, from the scene of the wreck, to Hongkong.

We understand that the mails (which are reported elsewhere as lost) were in the forward part of the ship and were considered to be beyond the reach of the water, but the *Yesso* filled and sank so rapidly that the last that there was no time to save anything but life, not one on board having been able to save anything beyond what they stood in. The *Yesso* had on board, besides her general cargo, some 200 chests of opium and 25 boxes of Treasures—representing roughly a value of about \$200,000, over and above her hull and general cargo. The bulk of this loss, we believe, will fall upon the local marine insurance offices, the amount (with the exception of a small line at home) being pretty fairly distributed amongst the local companies.

Captain Ashton and his officers speak in the highest terms of Captain Kilday and his officers, for the kindness shown them during the passage down and at the time of the rescue.

#### FORMOSA.

A letter from Tamsui, of the date of the 10th instant, informs us that the outside heap at Coal Harbour, Kelang, of the best screened coal procured from the Government mine there, took fire in the last week of February, and burned fiercely for four or five days. The fire, which consumed about 500 tons of coal, was put out only after much continuous labour in the isolation of the coal in its neighbourhood. We are also told that the foundations of the Confucian Temple in what is to be the new Prefectural City of Bangka were laid, on the morning of the 7th instant, with much ceremony, by the Prefect, the building of whose Yamen will, according to rumour, be commenced next month. The same letter states that the savages have made a clearance of the Hakka campfires on some mountains near Oulan, at the instigation of some Chinese who want to get possession of a valley that was long occupied by the Hakkas, and that a nice set of land fights is likely to ensue in consequence of this.

#### RE-ARRANGEMENT OF THE POLICE NIGHT DUTIES.

Shortly after the occurrence of the Wing Lok Street raid it may be remembered that Mr. Pope Hennessy obtained certain minutes regarding the night duties of the Police at the scene of the attack and also in every district of the Colony. These minutes were published at the time, and they likewise figure prominently in the Report of the Police Committee lately issued. Mr. Hayllar, in his address to the public meeting, also made particular reference to this phase of the "insecurity of the Colony." So that this illumination of Police fallings—which need not for a moment be denied its legitimate weight—was put forward as the Governor's explanation of the then existing state of affairs. In the *Government Gazette* of March 19th appear the following despatches:—

His Excellency Governor Pope Hennessy, C.M.G., to The Right Honourable Sir Michael Hicks-Beach, Bart., M.P.

[No. 94.]

GOVERNMENT HOUSE, Hongkong, 28th Sept., 1878.

SIR,—I have the honour to acknowledge your information, copied to me, of the minutes of the meeting of the Hongkong Police, together with a report of Mr. Deane, the Captain Superintendent, and some returns on the subject.

2. Upon the official report of a Burglary committed in the Central District of Victoria, on the 29th of last month, I made a minute asking for the details of the night duties of the Police Force, and the number of men in each boat on the 1st of September, 1878, and at the corresponding date in 1877 and 1876. In reply to this minute, I received a return relating to the principal police district; whereupon I called, on the 6th of September, for similar information respecting the other Police districts of the Colony.

3. Accompanying those returns were certain volumes giving the details for each day and night of the Police duties since the year 1876. The returns were further explained by a brief report from Mr. Deane, dated the 3rd September.

4. I understand it was the first time since the Police Commission of 1871, that these details of night duties had been called for, or in any way brought to the notice of the Executive.

5. I regretted to find that instead of the number of men on the night beats having been increased with the increasing population of the Colony, they were being diminished, and, upon the whole, I was struck with the manifestly inadequate strength of the night beats and patrols for such a place as the Town of Victoria.

Accordingly I have instructed Mr. Deane to restore the night beats and patrols to the maximum strength of the year 1876; to make weekly reports in future of the night duties, and not to alter the number in any particular district without specially reporting it.

Chinese Police, and, up to this, not more than thirty or forty have been given rifles by Mr. Cress and Mr. Deane. It may be possible, however, before long, to have all the night patrols of the Chinese Police armed with revolvers.

I have, &c., J. POPE HENNESSY.

The Right Honourable Sir Michael Hicks-Beach, Bart., M.P., to His Excellency Governor Pope Hennessy, C.M.G.

HONGKONG, No. 119.

DOWNING STREET, 11th December, 1878.

SIR,—I have the honour to acknowledge the receipt of your Despatch No. 94 of the 28th September, and to express to you my approval of the steps which you have taken for increasing the strength and efficiency of the night patrols of the Hongkong Police.

I understand you to be of opinion that the authorised Force is able to supply these additional night patrols by a rearrangement of duties, but if an increase of the force will be involved, I request you to furnish me as soon as possible with an estimate of the cost of such increase.

I have, &c., (Signed) M. HICKS-BEACH. Governor HENNESSY, C.M.G., &c., &c.,

#### SUPREME COURT. IN ADMIRALTY.

March 19, 1879.

Before His Lordship the Chief Justice, with Capt. Cleveland, R.N., H.M.S. *Iron Duke*, and J. P. McEuen, Esq., Acting Harbour Master, as Nautical Assessors.

Promovee—KWOK AVONG. Impugnante—SUNGZU, Master.

This was a claim for damages for the loss of the stone-junk *Sun Hop Lee*, which was sunk by collision with the S. S. *Yangtze*, of which latter vessel the Impugnante was and is the master. The Hon. J. Russell, (Acting Queen's Advocate), instructed by Mr. Brereton, was for the Impugnante; and Mr. J. J. Francis, instructed by Mr. Dennis, for the Promovee.

This case was resumed to-day. The Queen's Advocate addressed the Court briefly and explained the nature of the evidence he should call, and gave an outline of his case. He then called Captain Schultz, the Master of the S. S. *Yangtze*, who said:—I have been 21 years at sea, 8 years in steamers. The *Yangtze* trades between this, Canton, and Shanghai. She is a vessel of about 1,200 tons capacity. With the exception of four voyages I have been running on the same route. We left this on the 6th Feb. at 6 p.m., and proceeded slowly ahead until getting through the shipping, and we then went faster, and I put the telegraph on "full speed." After we got through the shipping we were going about 7 knots; we were then close to White Station. The wind was E.N.E. or E. by N. There were two men on the look-out. The night was quite clear, with an overcast sky. The moon was up at the time. About 6.30 p.m. I sighted a junk right ahead, and a minute later the Chief Officer reported to me that she had ported. I was about a mile from her at the time we first sighted her. She had two sails; I could see them quite distinctly. She was sailing with a fair wind. We had our masthead light burning and the two side lights. I saw the lights myself shortly after leaving the buoy. I could see myself that the junk had ported, and I ported our helm until the junk was two points on our port bow. She was about three-quarters of a mile off then. I then steadied our helm. I saw no light on the junk. I was steering by the land for a high hill at the corner of the Ly-ee-moon, called the Devil's Peak. We kept our course, and kept a good look-out on the junk. The man on the look-out also called out "junk ahead" shortly after I saw her. We kept on our course until we got within two steamers' length of her. She would have passed clean by her, but she ported, and she starboarded her helm, and the effect was to bring her stern right across our bow. She would have passed 500 feet from us had she not starboarded. I, seeing her ahead, starboarded our helm and stopped engines, and then went full speed astern. It only took me about a minute to give my orders. The mate attended the telegraph. The head of the steamer paid off to port, but struck the junk about the mainmast on her starboard side. If the steamer had gone to port I should have cut the junk right through (laughter). From the first time I caught sight of the junk until I cut her in two was about ten minutes. After the accident I at once lowered a boat and sent the second mate to save life. The orders are to put up our side-lights directly it is sunset. I saw them myself in their place before we left the boundary of the harbour. The accident occurred about one-third of a mile off the Channel Rocks. Witness having marked his course on a chart, and pointed out the place he was in, when he first sighted the junk.

Mr. Francis cross-examined him. He said:—I was heading E. by S. I did not notice whether the junk's sails were on either side; I saw that the main-sail was on the port side, but I did not see that the fore-sail was on the starboard side. I saw two sails. Mr. Francis:—Don't equivocate. Answer my question.

Mr. Russell:—I think, my Lord, that the Captain is answering his questions very fairly.

His Lordship:—Yes; it is a very harsh thing to say to a witness. I can perfectly understand the state of a man's mind at such a time. He might see two sails and not be able to say which side they were on. Witness continued:—The main-sail is the largest; the fore-sail might have been lost in the main-sail. If going before the wind she should have sailed wing and wing. I saw her porting half a point. When she ported her head goes to starboard. We ported, and our head went to starboard.

The various positions as marked on the chart were found by Mr. Francis to bring the steamer outside the point of collision, and when the witness was asked to explain this, he could not do so; he said he must have made a mistake, and asked to be allowed to try again. This was granted, and he then gave a blue pencil and told to leave the first mark in.

The second marks were a little better, but not quite accurate. Witness continued that in porting, he altered his course two points. Mr. Francis:—Well, can you explain how it is that you were going to the southward of your first line of direction, and the junk

to the northward of hers, that at that point of collision you arrive to the northward of your former line of direction?

Witness:—I starboarded afterwards.

Mr. Francis:—Yes, immediately before the collision.

Witness subsequently, on looking at the chart, said that the courses he had given could not possibly take him to the point of collision.

Continued:—I never left the bridge; the wheel and telegraph are both on the bridge. The boatswain and one sailor were on the look-out. The boatswain may have been assisting at securing the anchors, but the sailor was not. Before the Chief Officer came on the bridge the Second Officer was there. If both the junk and the steamer had continued on the same courses as when we first sighted, there would have been no fear of collision. I made no attempt then to get out of her way. When she ported she might have also got into collision had I not ported also. She could then have passed us about 500 feet off. I think she was rather further off than I thought. I did not blow the whistle as I thought there was no danger whatever. It was moonlight, but I did not see the moon. When the junk was close to us, she starboarded her helm. I did not blow the whistle then, although I could have done so easily on the bridge.

Mr. Francis:—Do you think, the junk coming on rapidly, it was the most prudent course to adopt to starboard your helm and bring your bows round meeting her?

Witness:—I think it was the only way to clear her.

Mr. Francis:—Did not that movement necessarily increase the force and shock of the collision?

Witness:—I don't think so.

Mr. Francis:—If you had put your helm hard astern, would it not have tended to bring you broadside to broadside.

Witness:—It would not. I don't think so.

Mr. Francis:—If you had ported and there had been time for the vessel to feel the helm would not your steamer's bow have gone clear of the junk?

Witness:—Yes, if there had been time. I felt the influence of the starboard helm. I felt it could not say how much the steamer swung her helm. I struck the junk on the quarter. I do not believe the junk ran into the steamer. I see Quarry Point on the chart. If the junk people say that the collision occurred 600 feet off Quarry Point, it is not true. I never go nearer than half a mile off that point. I saw the Danish brig at anchor after the collision. I remained after the collision about 40 minutes. The steamer went all two steamer lengths ahead after she struck the junk. On our starboard bow there was a hole and on the port a scratch. I cannot account for the hole. Our side lights are kept on the bridge, at the level of the bridge. I saw the side lights put out, but not the mast-head light. All our boats are kept about the lights. I did not see any other junk but the one we struck. I did not see the brig at anchor. I know where Show-ke-wan is, I did not look in that direction. No report was made to me of the brig being in sight. My boat was in the water about 5 minutes after the collision. The brig's boat got there first. I did not see the brig until 40 minutes after the collision, but the Captain of the brig came on board my ship with my Second Officer. When I saw the brig I had steamed half a mile ahead of her. She bore S.E. of us. The junk was lying just outside of Quarry Point. The boatswain, lamp-trimmer, look-out man are all Chinese. I spoke to them about the case; that is, I told them to speak the truth but did not tell them what the truth was. I spoke to them outside this Court. That was after I had read the report of the proceedings in the papers.

Re-examined by Mr. Russell:—I spoke to the Chinese by advice of my solicitor. I have told nothing about the facts of this case as I understand them. I produce the ship's log. The entry in that book is signed by me and is correct.

Entry read.

By His Lordship:—The brig's sampans saved 17 men, and my boat one. The brig was a mile and a half away. My boat could not be lowered in less than five minutes; it was a rowing boat and the sampans a hakka boat, with two sails. His Lordship expressed his astonishment that this boat could get to the scene of the collision from the brig, a mile and a half away, and save 17 persons before the steamer's boat could get there.

The Queen's Advocate endeavoured to explain this by the fact of the brig's boat being a sailing boat, and there being a strong wind.

Re-examined by Mr. Russell:—I do not pretend that the marks I have made on the chart are made with scientific accuracy. As soon as I saw the junk had taken a decided course, i.e., when she ported and I ported, there was then no danger, and I thought all was safe; it was only when she got close to us that she endeavoured to cross our bows. It would have been useless to blow our whistle.

By Capt. Cleveland:—I ported, although the junk was a little on my starboard bow, because the junk ported.

By Captain McEuen:—The engines were going full speed astern; the action of the rudder then is not altered when she has way on her; but when she has lost her way her head goes to starboard.

At this stage the Court adjourned till 2.30 p.m.

On returning, the Chief Officer (Mr. Hermann) was called, and corroborated the Captain's evidence.

Mr. W. G. Willis, the second officer, was next called, and gave similar testimony. With reference to the question about the Captain of the Danish brig and the sampans which picked up the drowning men, he said:—The Captain of the Danish brig said that if I would put him on board his ship he would allow his sampans to take the men to the steamer. I can only account for the steamer getting so far from the wreck in this manner, that the steamer had the sampans came from I led Captain Schultz to believe that she came from Hongkong.

Witness said that the brig was a mile and a half or a mile and a quarter off. George Ferguson, the Chief Engineer, deposed:—I have been an Engineer at sea over 12 years, and have been Chief Engineer 9 years. He said that when the *Yangtze* left this on the 6th February, at 5.50 p.m., she steamed a little over 6 knots an hour. At about 6.32 p.m., he got the orders to slow, stop, and full speed astern. The ship should stop in less than three ship's lengths.

Leung A-wah, the lamp-trimmer, was called

and deposed to his having put the lamps in their proper place immediately the steamer or left. He put the green light on the starboard side.

Wong Ayt, the quartermaster who was at the wheel at the time of the collision, was examined.

Leung A-wah, the boatswain and Tung Afo, the look-out man, deposed that the men had not finished stowing away the anchors and chains when the collision occurred and this concluded the evidence.

The case was then adjourned till Monday at 10 a.m., when the attendance of all the Police force at Shau-ki-wan who know anything about the matter will be required, and the Registrar of the Court was directed to write to Captain Deane to that effect.

#### China.

KUUKIAN.

March 11.

During the last few days, the natives have evinced considerable signs of animation from one cause or another. Mandarins have been hurrying—though that is hardly the right word, for Mandarins do not hurry as a general rule—backwards and forwards through the Settlement, accompanied of course, by their followers, the usual tag, rag and bobtail, which form part of an official's retinue. What with gong beaters, banner and other bearers, clation blowing, gun firing, and raganammas and tattered maitrons, our colonial friends have had quite a time of it.

The ball was opened by the Naval Brigade, or whatever name it is called by. The crews of the river gunboats went through a number of artistic evolutions on the Race Course, to the manifest edification and delight of the great unwashed. True, it was not such a grand affair after all, but then parades do not take place every day, so one must consequently be satisfied with what the gods send. The weapons yelet matchlocks, with which the only use they are put to is to be off powder on grand occasions, they are quite good enough. There is little fear of these arms of precision, save the mark! ever doing any damage, unless they should accidentally explode and wound the men behind them, but as there is no such thing known as ramming/bores the powder with wadding, that is not at all likely to happen. One thing is certain—they will not go off if it rains. After exhibiting their prowess on land, these gallants took to the water for a change, and with six gunboats had a sham fight and naval review. The vessels were formed in divisions of twos and threes, and advanced and retreated, dropped into line, and fired their guns singly, and in twos, and altogether. This did not last very long. They went through their manoeuvres very well, each change in the programme being noted by the waving of a flag. Of the flags every boat had half a dozen, which fluttered conspicuously in the wind, while the crews themselves wore their best uniforms.

Pun U Ling, the Admiral of the Yangtze, may be expected here very shortly now. This gentleman has a way of popping in upon the officials when least expected. It is said he is greatly opposed to opium smoking, and is doing his best to put it down. Query: Will he succeed? Pun has been nicknamed "Old Ironsides"—or by an expression meaning the same thing—and the story runs that when he was here last year, while in disguise he went to a tea-shop and entered into conversation with the tea-drinkers. They were talking about himself, so he chattered in and wanted to know who this "Old Ironsides" was. Said they, "You must be a stranger round these parts not to know him." So he confessed his ignorance and was enlightened on the subject. "Well," said he, "is this official just?" and was informed that although very severe he was just in his judgment. They told him about Pun's anti-opium proclivities, and that the opium shops were just then shut up, as it was known that Pun was somewhere in the neighbourhood. "I should like a smoke," said Pun, "can I get a smoke?" One man offered to show him a shop where they might get it. So they went together, and having found the place, entered. Then Pun discovered himself! Tableau—opium shopkeeper and the tea-drinker with heads knocking the ground, the former because he kept an opium shop, and the tea-drinker because he had called his rivence "Old Ironsides," while Pun himself stood over the pair and forgave them both, telling the opium man that if he passed that way again next year and found the shop still open for the sale of the noxious drug, there would be a headless ghost wandering about in Haides and bewailing the day when in the flesh he ever took to selling opium for fifty years.

The greatest event of the week has been the arrival of the *Hiao-tai* or Literary Chancellor, who visits the prefectural cities twice during his term of office for the purpose of conferring the B. A. degree on successful students. He has eight chair coolies, who have painted on their breasts the figure of a horse, and when he arrived here he was received in great state. It is said he will stay at Kinkiang about a fortnight. The river has risen six feet since the last instant.—News.

#### THE STUDY OF CHINESE.

It must often have occurred to people who are fond of languages, without knowing much about them, that the Chinese tongue would be very easy to understand if one could know precisely what meaning a Chinaman in his ordinary conversation attaches to words which are in common use among us every day. The words themselves have a well-marked significance; we all know what "rain," "chun," "wo," "haq," and "lung" mean, but we are compelled to recognize the fact that through natural perversity or some other cause, Chinamen invariably attach a queer and, as every American child knows, really a settled and definite meaning which could be mistaken only by a heathen. "What a curious people these Frenchmen are!" said a German visitor to the Paris Exposition; "they call Brod 'du pain'." "Yes," replied his friend, "and we call it Brod." "Ah, well," was the reply, "but then you know it is Brod." Of course the real word for "bread," and in this respect these foreigners bore some slight resemblance to the Chinese; but as there is in English no such word as Brod, the parallelism is not as perfect as it might be. The Germans are not so imitative a people as the Chinese, and therefore it is not to be wondered at that the for-

mer, and indeed the generality of foreigners, have not taken words bodily from the English language and simply attached wrong meanings to them as the latter have done. The condition of a scholar who would learn Chinese, is therefore quite the same as was that of the people at the Tower of Babel when tongues were confounded. In that day if one asked for bricks straw was brought to him, and if only the whole company had sat down in convention, as the world did when Rousseau's "Social Contract" was drawn up, a good deal of needless trouble would have been spared humanity. If straw was brought to him who asked for a brick, nothing could have been easier than to call for straw and straightway receive a brick. Thus it is with Chinese and English. If one only knew how to misapply "hang" and "sing" after the manner of Chinamen he could converse at his ease with the celestials in Hongkong or San Francisco.

So remarkable is this misguided imitativeness of the pig-tailed men of the East that they have already begun to take to themselves American family names. The Chinese consul-general, who is to watch over the interests of his fellow-countrymen in California and the territories, and who is the wealthiest foreigner that has ever come to live for any considerable time on our Pacific coast, is named Chun Pat Nam—that is to say, he has in part taken the name of one of the most distinguished generals of the American revolution. Agitators of the Denis Kearney stamp may see in this an underhanded attempt to secure the rights of citizenship for the celestial, or to take away our individuality as they are absorbing our wealth, but to the red-tinted mind it simply means nothing at all, except that when the Chinese bear an American name or word they immediately appropriate and apply it to uses with which it really has nothing to do. They can imitate sound but not sense, and in truth their original language is but tortured English, and from the lowest stages of their confusion they are even now emerging in what is known as "pigeon English." It is singular that Professor Max Müller has never called attention to this fact, and the only way of explaining his neglect is to say that to have recognized it would have interfered with his theories of how ethnology may be built up upon philology. A little industry in the compilation of a dictionary based on the principle that when a Chinaman wants a pin he calls for a shu or shoe would render it the easiest of things for an American blessed with a good memory to become an accomplished Chinese scholar in two or three weeks, as he never could hope to become through the study of "Chinese in Six Easy Lessons," which is a work written under an utterly obsolete theory of language.—N. Y. World.

"What's the difference," asked a teacher in arithmetic, "between one yard and two yards?" "A fence," said Tommy Beales. Then Tommy sat on the ruler fourteen times.

A MAN in Missouri planted some beans late one afternoon, and next morning they were up—thanks to his hens.

A WARNING.—A man who jumped overboard and was drowned left a memorandum, saying, "Whisky did this." The coroner said the water did it, and that if he had stuck to whisky he might have been alive now.

NOT BAD.—A means has at last been invented to make money go a long way. It is simply the 100-ton gun, which will fire five pounds' worth of iron six miles and a half in fifty seconds. If that is not making money go a long way, perhaps someone will say what it is.

An Irish gentleman assured a party, at which the conversation turned on Irish bulls, that not more than one-half of the lies that they told about the Irish were true.

#### Quotations.

HONGKONG, March 19, 1879.

OPUM.—New Patna, cash, \$572 1/2 credit, — Old Patna, cash, — credit, — New Benares, cash, 645 credit, — Old Benares, cash, — credit, — New Malwa, cash, 800 credit, — Allowance, cash, — Old Malwa, cash, — credit, 800 Allowance, Teals, —

#### Exchange.

Bank, Wire, 9 1/2 30 days' sight, 8 1/2 6 months' sight, 8 1/2 Credit, 8 1/2 Documentary, 6 months' sight, 7 1/2 India, Wi, 6 1/2 demand, 220 Shanghai, demand, 7 1/2 30 days' sight, 10 1/2 Bar Silver, 17 dwts. 1/2, 10 1/2 Spices, 17 dwts. 1/2, 10 1/2 Mexican, 2 1/2 Gold Leaf, 99 1/2 touch, 28 3/4 Sovereigns, 5 1/2

#### SHARES.

Hongkong Bank, 35 1/2 prem. Union Ins. Society of Canton, \$1,430 North China Ins. Co., \$1,800 China Traders' Ins. Co., \$1,850 Yangtze Ins. Assoc., \$1,700 Chinese Insurance Co., \$235 N.K. Fire Ins. Co., \$180 China Fire Ins. Co., \$170 H.K. & W. Dock Co., 3 1/2 prem. H.K. & W. S.S. Co., \$8 dm. Shanghai Steam Navigation, \$17 China Coast St. Nav. Co., \$1,100 Hongkong Gas Co., \$70 Hongkong Hotel Co., \$66 China Sugar Refining Co., \$120 ex div. Chinese Imperial Loan, \$113 1/2 cum int. Do. of 1877, \$110, ex coupon

#### Temperatures.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, March 19, 1879. BAROMETER—9 A.M., 30.180 Do. 1 P.M., 30.080 Do. 4 P.M., 30.060 THERMOMETER—9 A.M., 65 Do. 1 P.M., 60 Do. 4 P.M., 62 Do. (Wet bulb) 9 A.M., 63 Do. Do. 1 P.M., 58 Do. Do. 4 P.M., 58 Do. Maximum, 62 Do. Minimum over night, 52



## To Let.

**MARINE HOUSE, QUEEN'S ROAD.**  
East—GROUND FLOOR, consisting of OFFICES, COMMODORE'S QUARTERS, and GARDENS.  
West—A RESIDENCE, with Business Accommodation, complete.  
GAS and WATER laid on.  
Each of these Premises can be Let in whole or in apartments.  
Apply to  
**E. R. BELILIOS.**  
Hongkong, March 11, 1879. apl

## To Let.

**GREEN MOUNT,**  
Possession on or before 15th May.  
Apply to  
**GILMAN & Co.**  
Hongkong, March 4, 1879.

## To Let.

**PORTION of a HOUSE,** very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.  
Apply to  
**LANDSTEIN & Co.**  
Hongkong, February 4, 1879.

## To Let.

**OFFICES on the FIRST FLOOR,** No. 8, QUEEN'S ROAD.  
Apply to  
**J. NOBLE,**  
No. 8, Queen's Road.  
Hongkong, March 13, 1879. ap13

## To Let.

**IN the Houses on MARINE LOT 65,** formerly known as the Blue Houses, situate on Praya East.  
**FIRST FLOORS** of Nos. 2 and 4, Praya East.  
Also,  
A FRONT and BACK ROOM in the DWELLING, the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.  
Apply to  
**MEYER & Co.**  
Hongkong, March 4, 1879.

## To Let.

**FIRST CLASS GRANITE GODOWNS,** attached to Blue Houses at Wanchai, MARINE LOT 65.  
Also,  
A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.  
For further particulars, apply to  
**MEYER & Co.**  
Hongkong, March 4, 1879.

## To Be Let.

**On Shamen—Canton.**  
THE SPACIOUS PREMISES lately occupied by Messrs OLYPHANT & Co., comprising: DWELLING HOUSE, with GODOWNS, TEA and SILE ROOMS attached.  
For Particulars, apply to  
**EDWARD DAVIS,**  
Canton.  
Canton, March 12, 1879. ap12

## To Be Let.

**Two Excellent STONE-FLOORED GODOWNS,** on Marine Lot No. 10, Praya Central.  
Apply to  
**TURNER & Co.**  
Hongkong, August 1, 1878.

## To Let.

**FIRST-CLASS OFFICERS and GODOWNS,** Nos. 64 and 60, Praya Central.  
Apply to  
**WO HANG,**  
Nos. 6 and 7, Praya West.  
Hongkong, January 2, 1879.

## Notices of Firms.

## NOTICE.

**THE INTEREST and RESPONSIBILITY of Mr F. GROBIEN in our Firm CHASES—Today.**  
**SANDER & Co.**  
Hongkong, March 1, 1879. apl

## NOTICE.

**THE INTEREST and RESPONSIBILITY of Mr WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last.**  
**Mr CHARLES VINCENT SMITH** is admitted a Partner from this Date.  
**RUSSELL & Co.**  
Hongkong, January 1, 1879. jv1

## NOTICE.

**THE INTEREST and RESPONSIBILITY of the Undersigned in the Chinese Mail, 華字日報 (Wah Tze Yat Po), CEASED from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.**  
**CHUN AYIN.**  
Hongkong, April 6, 1878.

## NOTICE.

**IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YONG CHOW, as Translator and General Manager of the newspaper, which under his new regime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.**  
**KONG CHIM,**  
Leasee of the Hongkong Chinese Mail,  
Hongkong, April 6, 1879.

## Mails.

## NOTICE.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**PAQUEBOTS POSTE FRANCAIS.**

**STEAM FOR**  
**SAIGON, SINGAPORE, BATAVIA,**  
**POINT DE GALLE, COLOMBO,**  
**ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;**  
Also,  
**BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.**

**ON SATURDAY, the 22nd March, 1879,** at Noon, the Company's S. S. **DJEMNAH**, Commandant HERNANDEZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 21st March, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, March 11, 1879. ma22



**STEAM FOR**  
**SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTH-AMPTON, AND LONDON;**  
Also,  
**BOMBAY, MADRAS, AND CALCUTTA, VIA BOMBAY.**

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship BOKHARA, Captain I. ORMAN, will leave this on SATURDAY, the 29th March, at Noon.**

Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to  
**A. McIVER, Superintendent.**  
Hongkong, March 18, 1879. ma29

**Occidental & Oriental Steam-Ship Company.**

**TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.**

**IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS**

**THE S. S. GAELIC** will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st day of April, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st March. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on RETURN PASSAGE TICKETS.

For further information as to Freight on Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

**G. R. EMORY, Agent.**  
Hongkong, March 17, 1879. apl

**INSURANCES.**  
**CHINESE INSURANCE COMPANY, (LIMITED.)**

**NOTICE.**

**POLICIES** granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

**J. BRADLEE SMITH,**  
General Agent.  
Hongkong, December 9, 1878.

**QUEEN FIRE INSURANCE COMPANY.**

**NOTICE.**

**THE Undersigned** are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

**NORTON & Co.,**  
Agents,  
Hongkong, January 1, 1879.

## INSURANCES.

**ROYAL INSURANCE COMPANY.**  
THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

**MELCHERS & Co.,**  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

**LANCASHIRE INSURANCE COMPANY.**

**(FIRE AND LIFE.)**

**CAPITAL—TWO MILLIONS STERLING.**

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNHOLD, KARBURG & Co.,**  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1867.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

**HEAD OFFICE—HONGKONG.**

**AGENCIES** at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Kinds accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

**NO CHARGE FOR POLICY FEES.**  
**JAS. B. COUGHTRIE,**  
Secretary.  
Hongkong, November 1, 1871.

**THE LONDON ASSURANCE.**

**INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.**

BE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

**Marine Department.**  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

**Fire Department.**  
Policies issued for long or short periods at current rates. A discount of 20% allowed.

**Life Department.**  
Policies issued for sums not exceeding £5,000 at reduced rates.

**HOLLIDAY, WISE & Co.**  
Hongkong, July 25, 1872.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**

**ESTABLISHED 1824.**

Capital of the Company £1,000,000 Sterling of which is paid up £100,000  
Reserve Fund upwards of £120,000  
Annual Income £250,000

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

**HOLLIDAY, WISE & Co.**  
Hongkong, October 15, 1868.

**SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.**

THE Undersigned having been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

**MEYER & Co.**  
Hongkong, February 10, 1879.

**THE SCOTTISH IMPERIAL INSURANCE COMPANY.**

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

**MEYER & Co.**  
Hongkong, August 13, 1878.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**

**Incorporated by Royal Charter, and Special Acts of Parliament.**

**ESTABLISHED 1809.**

**CAPITAL £2,000,000.**

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

**GILMAN & Co.,**  
Agents,  
Hongkong, July 6, 1879.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Vessel's Name.	Anchor.	Flag.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>							
Agassiz	5 c	Brit.	843	Mar. 19	Linthead & Co.	Takow & Yokohama	To-day put back
Albay	5 b	Brit.	366	Jan. 18	Douglas Lapraik & Co.	Amoy, &c.	
Alce	7 h	Waterbury	Ger.	Mar. 1		South Sea Island	
Bombay	1 b	Brit.	749	Feb. 12	Kwok Acheong	Amoy	
Cheang Hock Kian	2 h	Brit.	956	Mar. 14	Bun Hin Chan	Messageries Maritimes	Mails, 22nd
Djemnah	5 c	Hernandez	Feb.	Mar. 18	H. K. & W. Poon Dock Co.	Marseilles, &c.	Tug Flying
Fame	6 f	Stopani	Brit.	117			
Ferona	3 c	Chultz	Brit.	1115	Mar. 15	Siemssen & Co.	
Flours Castle	2 c	Kidder	Brit.	1622	Mar. 17	Adamson, Bell & Co.	
Gaelic	5 c	Kidley	Brit.	1712	Mar. 19	O. & S. S. Co.	Y'hama & San F'elcoo
Hailong	5 h	Goode	Brit.	277	Mar. 19	Douglas Lapraik & Co.	Tamzu, &c.
Killarney	5 c	O'Neill	Brit.	1009	Feb. 28	Gibb, Livingston & Co.	Port Darwin
Loudoun Castle	5 c	Marshall	Brit.	994	Mar. 14	Siemssen & Co.	Bangkok
Maharajah	4 c	Clark	Brit.	1046	Mar. 13	P. & O. S. N. Co.	Yokohama
Malacca	5 c	Smith	Brit.	862	Mar. 18	Douglas Lapraik & Co.	Coast Ports
Namoa	5 h	Westoby	Brit.	606	June 28	Kwok Acheong	Saigon
Pernambuco	5 c	Hyde	Brit.	643	Mar. 12	Melchers & Co.	Bangkok
Rajasthanhar	5 c	Hopkins	Brit.	933	Mar. 16	Yuen Fat Hong	
Sea Gull	8 h		Amer.	48	July 18	W. H. Ray	Ningpo & Shanghai
Yangtze	4 c	Schultz	Brit.	782	Mar. 16	Siemssen & Co.	To-day
Zephyr	1 b	Fluer	Brit.			Russell & Co.	26th inst.
<b>Sailing Vessels</b>							
Abbie N. Franklin	8 c	Howes	Amer.	460	Mar. 6	O. & S. S. Co.	
B. P. Watson	8 c	Hawkins	Amer.	bq.	Mar. 8	Butterfield & Swire	San Francisco
Black Hawk	8 c	Hoyland	Amer.	1126	Jan. 13	Vogel & Co.	
Carrie Wyman	7 c	Randall	Amer.	459	Mar. 18	Meyer & Co.	San Francisco
Catherine Marden	4 c	Marden	Brit.	287	Feb. 22	Butterfield & Swire	
Charmer	4 c	Lucas	Amer.	1333	Jan. 8	Russell & Co.	
Cilurnum	8 c	Beagle	Brit.	1886	Mar. 9	Waler & Co.	
Coeran	8 c		Amer.	188	July 18	W. H. Ray	Portland (Oregon)
Coloma	8 c	Hall	Amer.	868	Nov. 15	Russell & Co.	Iakao
Craigie Lea	8 c	Winther	Brit.	822	Mar. 8	Butterfield & Swire	
Elizabeth Childs	8 c	Lindbergh	Ger.	891	Mar. 9	Wick & Co.	Sands' Slip
Emil Julius	1 c	Jurgensen	Ger.	601	Mar. 19	Melchers & Co.	
Formosa	2 c	Burgwardt	Ger.	322	Feb. 6	Vogel & Co.	Hamburg
Forward	2 c	Wanderer	Brit.	893	Mar. 10	Rozario & Co.	Portland (Oregon)
Golden Pledge	4 c	Willehre	Brit.	1195	Mar. 7	Vogel & Co.	Wanchai Pier
Golden Rule	4 c	Willehre	Brit.	1195	Mar. 7	Vogel & Co.	New York
Harbert Black	4 c	Treat	Amer.	673	Jan. 13	Rozario & Co.	New York
Highlander	4 c	Hutchinson	Amer.	1352	June 19	Vogel & Co.	Portland (Oregon)
Invisible	4 c	Strickland	Amer.	1450	Dec. 6	Meyer & Co.	Callao
Jacobine	3 c	Bang	Ger.	417	Mar. 18	Butterfield & Swire	
Jan Peter	1 c	Ewert	Ger.	336	Mar. 18	Meyer & Co.	
Johann Friedrich	8 c	Kronke	Ger.	242	Mar. 8	Waler & Co.	
Julie	1 c	Lannay	Frenc.	604	Feb. 12	Carlowitz & Co.	Saigon
Louise	1 c	Simons	Brit.	280	Mar. 16	Gilman & Co.	McD's Slip
Marco Polo	4 c	Brechwaldt	Ger.	558	Mar. 10	Waler & Co.	
Marquis of Argyll	4 c	McKeon	Brit.	600	Dec. 24	Rozario & Co.	Coast Dock
Mary Whitridge	8 c	Cutler	Amer.	862	Mar. 15	Russell & Co.	Cleared
Nehemiah Gibson	8 c	Bradford	Amer.	741	Feb. 23	Meyer & Co.	
Penobscot	7 c	Chipman	Amer.	1133	Feb. 23	Butterfield & Swire	
Oneda	5 c	Clyma	Brit.	2293	Mar. 15	Captain	
Quickstep	8 c	Barnaby	Amer.	826	Mar. 18	Master	
Republic	8 c	Holmes	Amer.	1361	Mar. 9	Captain	
Stant	7 c	Achoehong	Norw.	681	Mar. 16	Douglas Lapraik & Co.	
Stillman P. Allen	4 c	Taylor	Amer.	686	Jan. 26	Vogel & Co.	Portland (Oregon)
Stonewall Jackson	4 c	Bartlett	Amer.	1102	Dec. 20	Russell & Co.	Portland
Stracathro	4 c	Millar	Brit.	1169	Dec. 17	Vogel & Co.	London
Strathmore	4 c	Hemsworth	Brit.	600	Dec. 21	Captain	
Sumaride	4 c	Tobiasen	Norw.	943	Jan. 9	Vogel & Co.	
Sumatra	3 c	Olough	Amer.	1090	Sept. 6	Russell & Co.	
Sydenham	3 c	Miller	Brit.	1065	Jan. 5	Vogel & Co.	
Thos. A. Goddard	4 c	Smith	Amer.	892	Jan. 23	Russell & Co.	
Thomas Fletcher	3 c	Pendleton	Amer.	845	Feb. 23	Captain	
Three Brothers	2 h	Kahloke	Brit.	367	Feb. 24	Es'ye Hong	
<b>WHAMPOA</b>							
Friedrich	8 c	Bertelsen	Ger.	3m. 20	295	Mar. 8	Waler & Co.
Johann Schmidt	8 c	Bische	Ger.	bq.	433	Mar. 10	Melchers & Co.
Lotha	8 c	Dudfield	Brit.	bq.	472	Mar. 17	Order
Tartar	8 c	Kaemena	Ger.	bq.	256	Mar. 11	Melchers & Co.
<b>CANTON</b>							
Chinkiang	8 c	Orr	Brit.	str.	799	Mar. 17	Siemssen & Co.
Hwai Yuen	8 c	Wilson	Chl.	str.	984	Mar. 19	O. M. S. N. Co.

## Men-of-war in Hongkong Harbour.